

**Worst Wind Storm in History of Charlotte**

The Charlotte Observer Saturday morning gave the following account of the wind storm:

While Charleston and Augusta yesterday were in the grip of a fearful hurricane with attendant heavy rains, Charlotte was battling throughout the day and long into the night with a wind storm that for severity, duration and damage has never before been equalled in the history of the city.

The Southern Power Company, Western Union, Postal, Southern Bell Telephone and Southern and Seaboard Railroads were the chief sufferers, particularly the first named, but the damage was shared in by hundreds of individuals and corporations in the city as well.

To give a detailed report of the number and location of uprooted trees, broken fences, falling limbs, etc., in the city last night would require a volume. The wind was so furious and so insistent that even electric signs, supposed to be as immovably fixed as anything built hereabouts, were thrown to the pavements. Such was the case with the Blake sign on West Trade street and several others throughout the city.

Inquiry at the office of the United States Weather Bureau last night brought forth interesting data on the situation. The tabulation of records received at 10 o'clock Friday night showed that Charlotte registered the highest wind velocity for the day with Charleston second. Furthermore Charlotte's wind velocity was the most constant, continuing throughout the day and late into the night. Charlotte's record at 8 o'clock was 48 miles, Charleston 36, Savannah 18, Wilmington 16, Raleigh 12, Asheville 6, and Augusta 14. Charleston's highest velocity was 48 miles, while that of Charlotte at 7:45 p. m. was 54 miles, and at 10 o'clock last night 52 miles.

The unique feature about the wind here yesterday was that it steadily increased throughout the day and continued late last night.

Local United States Weather officials stated last night that the storm at Charleston was practically over and that while heavy rains had fallen, 2.42 for the 24 hours, that no further damage should be anticipated.

**Keen Enthusiasm For The Maxwell**

When the Maxwell Motor company announced July 1 the generous reduction in price on its touring car and roadster, the executives were prepared for a somewhat increased demand for the Maxwell product. But they were not prepared for the tremendous influx of business that followed on the heels of the announcement.

Since the new Maxwell prices became effective, the great increase on business has been felt in every department of the organization. This increase has been reflected in the increased demand upon Maxwell dealers all over the country.

The 1916 season was a most prosperous one, but if early indications count for anything, the 1917 season will surpass anything in the history of the automobile industry. There is no question but that the company's policy of standardizing their car and selling it at a figure that would appeal to people of moderate means will be justified by the increased business.

**Reminiscence of Civil War—53 Years Ago.**

I wonder how many of my old war comrades can call to mind the event of 53 years ago today? Well, we were at Hagerstown, Maryland. This was the ninth day since we began our retreat from the famous battlefield of Gettysburg on the 4th of July, consequently this was the 13th. We lay behind our improvised breastworks of fence rails, pole locks, etc., all expecting an attack from the yankees. But to our supreme delight, there "was nothing doing" along this line. Some time during the darkness of that night we set fire to the long line of rails and turned our faces toward Williamsport on the Potomac River. We left Hagerstown in a drenching rain which lasted nearly all night. On reaching the river we found it swollen so that wagons and teams could not cross at the ford, therefore we were obliged to go down the river to Falling Water to cross on pontoon bridges. However the infantry crossed above the ford by wading about twelve hundred yards diagonally up stream. It was just chin deep to the writer—height 5'1-2 feet. We had a hard time crossing that river and getting out of its banks. Lots of the men had lost their shoes in crossing and the banks were slippery. The macadamized roads were in a loblolly so that the feet of the barefoot were ground and lacerated by the sharp gravel as they would slip at each step in hurrying to regain their command. This was the only time that I ever saw our old veteran, Rev. J. A. Bivens, completely out of patience. Uncle Joe threatened strongly to disobey orders for the first time during his soldiery. Could write lots more if circumstances permitted.—O. P. Timist in Monroe Journal.

A little slum child was enjoying his first glimpse of country life. He sat by the farmer's wife, just as the sun was setting, watching her pluck a chicken. He was gravely silent for a long time, then asked: "Do you take off their clothes every night, lady?"

At the company's general offices in Detroit, letters and telegrams from thousands of cities, towns and villages all over the country followed the announcement of the reduced price. Prospective buyers and automobile dealers fairly deluged the company with requests for catalogs and other literature.

**IT PLEASES THE FARMERS**

Reports from the agricultural districts about the country indicate that farmers are intensely interested in the Maxwell announcement. One Iowa farmer wrote that he had always maintained that eventually it would be possible to buy a real automobile for the price of a good horse and buggy. He declared that a really highclass driving horse costs well over \$300, while the buggy and equipment brings the cost up to a few hundred dollars additional. There, he said, you have the same amount of money required to buy a Maxwell, a highgrade motor car, whose upkeep will prove far less than the upkeep of a driving outfit.

The response to the 1917 announcement of the Maxwell from both cities and country has been exceptional and all the signs predict a record-breaking year.

# 6 More Days to ENROLL

## Democratic Club Roll Books Close Next Tuesday, July 25th.

If you fail to get your name on the enrollment book of your precinct you can not vote.

Voting is not only a privilege, but a duty as well. You can't neglect this matter and be the loyal citizen you ought to be.

Democrats who fail to enroll for the primary are virtually disfranchised. The enrollment books will remain open only until July 25.

To vote in the Democratic primaries it is necessary for the citizen to go in person and enroll on this year's club list. Enrollment for 1914 will not count; it is necessary that every Democrat enroll again.

It is not necessary to have a registration certificate or tax receipt.

It is only necessary to go and enroll.

Shall South Carolina go forward?

Let every Democrat prepare to vote.

Nothing is to be gained by putting it off. Enroll today that you may be in position to do your part in the primary.

Democrats in the rural district are neglecting this duty. Some of them do not know about the requirements. It is your duty to tell them, and to insist that each one's name be written on the book for his precinct.

# Tuesday is Your Last CHANCE

**WORST STORM IN 23 YEARS**

**Crops Badly Damaged; Trees Uprooted; Streams Swollen; Bridges and Dams Washed Out, and Other Damage Done by Tropical Storm Friday.**

The most severe wind storm experienced in this section since the 31st of August 1893 developed Friday and lasted well into the night. The storm struck Charleston Thursday night and passed inland in a northwesterly direction. The first effects were felt here Friday morning in a slow rain and east-to-northeast wind which gradually increased in force throughout the day. By 1 o'clock it was blowing a gale. It is said that the fiercest wind was about one o'clock Friday night. No means of recording the velocity of the wind were at hand, but it is certain that it reached above fifty miles an hour, with sudden gusts going above sixty perhaps. The highest velocity recorded at Charleston was sixty-two early Friday morning, while fifty-four was the highest at Charlotte and this was about 7 o'clock in the afternoon. By daylight Saturday morning the wind had died away.

There was a downpour of rain during the whole of the storm, and the streams in the sections visited by the storm were probably fuller than at any time since August 1908.

Crops were badly damaged by the wind and high waters. Corn and cotton were laid flat. Corn was whipped and beaten into

shreds. No one can accurately estimate the damage that crops have suffered. Corn on the low lands was washed down and filled with mud.

There is hardly a farm on which no trees were blown down. Not infrequently did those who were unfortunate enough to be out have their way blocked by falling trees.

The dam at Hursey's mill five miles east of Pageland was washed out along with half the bridge next to the mill house. On this bridge was a wagon in which there were some plow stocks, 2 sacks of fertilizer and other articles. The wagon was washed down the branch 40 or 50 yards, the plowstocks and fertilizer were scattered along the branch for a considerable distance. The public road from Pageland to Chesterfield passes over this dam, and the expense of rebuilding falls on the county, it is supposed.

The old mill dam at Evans' mill on Black creek was washed out.

The following bridges on Lynche's river were washed out by the high water: Cooke, Mungo, Miller, Sowell, Bird and Blakeney. The McManus bridge was left.

Nearly one fourth of the roof of the Pageland Mercantile company building was torn up by the wind late Friday afternoon, and the goods in that part of the building had to be moved to escape a drenching by the rain.

On the 31st of August 1893 there was a storm somewhat similar to this one. Some say

**Naval Collier Hector, Having 142 Men Aboard, Sinks Off Charleston**

Charleston, S. C., July 15.—Officials at the navy yard here early this morning announced that the crew of the naval collier Hector, which was reported sunk off here, had been taken off in small boats. A wireless message, it was said, had been sent out asking all vessels to watch for the boats.

Charleston, S. C., July 14.—The large naval collier Hector, carrying 60 marines in addition to her crew of 70 men and 12 officers, sank off Charleston late today, according to a report made here by Captain Hunt of the tug Vigilant, which tried to go to the Hector's assistance. The steamer Alamo had been standing by the Collier today, having responded to her calls when the collier was disabled some 60 miles off here in last night's hurricane.

Captain Hunt was unable to get within more than three miles of the Hector, and static conditions were such that no wireless report could be obtained from the Alamo. The sea still was running high and it was not known here whether the Alamo had been able to take off the 142 persons aboard the Hector.

From the steamer Arapahoe which arrived here today came the report that a torpedo-boat destroyer was being towed in by a tug. It was not known what damage had been done to the destroyer. The Arapahoe described the destroyer as "No. 25."

The Hector left Port Royal for Santo Domingo carrying the marines who were recruits for United States forces in Santo Domingo and Cuba. She attempted to put into the port when the storm disabled her, but according to Captain Hunt, was unable to get further than to within about 9 1-2 miles from the Charleston lightship before she sank. Captain Hunt said part of the collier's superstructure remained above water.

The Hector displaced 11,200 tons and was built at Sparrow's Point, Md., in 1908.

**POLITICAL LIE**

The story being circulated that I am an infidel is a malicious lie, born in the brain of someone for Political capital.

J. Arthur Knight.

Into the office of a railroad president came a burly Irishman, who said:

"Me name's Casey. Oi want a pass to St. Louis. Oi worruk in th' yar-r-ds."

"That's no way to ask for a pass," corrected the president. "You should introduce yourself politely. Come back in an hour and try it again."

At the end of the hour the Irishman came back. Doffing his hat, he inquired:

"Ar-re yez th' president?"

"I am."

"Me name is Patrick Casey. Oi've be'n workin' in th' yar-r-ds."

"Glad to know you, Mr. Casey. What can I do for you?" inquired the president warmly.

"Yez can all go to thunder. Oi've a job an' a pass on the Wabash."

It was worse, others that it wasn't. In August 1908 the streams were flooded a little more than this time.

The storm Friday did not reach as high up the Atlantic coast as Wilmington but passed northwesterly. Pageland was perhaps in about the middle of the path of the storm, which was termed a hurricane.

**Catawba Rivers Does Damage of Millions.**

The Charlotte Observer of Monday summarizes the flood damages in North Carolina as follows:

The Catawba rampant, with waters flooding the cities and towns situated along its banks, submerging houses, cotton mills and manufacturing enterprises almost without number, smashing great railway and highway bridges spanning its tempestuous course, twisting great trees and doing incalculable damage, ranging into the millions—such was the record Sunday of the most destructive flood that ever visited the Piedmont section of the Carolinas.

The Southern Railway's Charlotte-Atlanta steel bridge over the Catawba near Belmont was carried away by the flood at 5:35 Sunday afternoon. A dozen men are reputed to have been lost, including Division Chief Engineer of Maintenance Joe Killian.

At Mount Holly, the Seaboard Air Line steel bridge, Interurban steel bridge and the county highway steel bridge were smashed Sunday afternoon. Driftwood accumulated against the Seaboard, then against the Interurban and early last night against the county bridge, all being torn away. These three bridges were comparatively new and represented an investment of more than \$125,000.

The \$100,000 reinforced concrete highway bridge at Sloan's ferry was covered last night and reported gone.

Dravo Power Co. dam and station on the Broad River was washed away early last night near Gaffney, S. C.

The C. & N. W. steel bridge across Catawba near the Rhodhiss reported washed away.

The dam of Osceola lake, built seven years ago by Hendersonville capital, burst early Sunday morning.

Kanuga lake dam owned by George Stevens of Charlotte Sunday morning about 10:30 o'clock.

One man and two women drowned by the rising waters at Biltmore, just below Asheville.

Railroad service out of Asheville to North and South Carolina points is at a standstill.

A big dam at Lake Toxaway was carried away.

Hundreds of thousands of dollars worth of timber is reported carried down the Yadkin River Sunday.

Embankment fill at the Lookout dam broke at 5:30 Sunday afternoon, sweeping away the old West Monbo mill, the East side warehouse with 400 bales of cotton. The West Monbo Mill and its 5,000 spindles are submerged. East Monbo is half submerged.

A waterspout on Little River near Taylorsville in Alexander County swept away a flour mill and some of the tenant houses are submerged. The Lile-down mill is submerged and the Alspaugh mill is covered with several feet of water.

The Southern Railway bridge at Catawba broke.

A highway bridge between Statesville and Newton broke during the day.

The Central highway bridge between Mooresville and Lincolnton was swept away.

The Southern Power Company last night reported all power houses at Lookout Shoals, Catawba, Ninety-Nine Islands, and the steam plant at Mount Holly partially submerged. No power dams have yet been washed away.

The flood has eclipsed the record of more than 100 years.